Friday, 3 p.m. FINE ANTIQUE MAHOGANY FURNITURE AND RARE ART PIECES.

MAHOGANY-One old U. S. Senate Desk, very AT 10 A.M. rare: Grandfather's Clocks, Colonial Sideboards, Book-Bureaus, cases. Desks. Writing Carved Sofa, Parlor and Library Tables, Chairs, 2 beautiful Teaster Beds.

'Also Old Carved Oak Linen Chest, large assortment old Oil Paintings dating from year 1626 and up, Bric-a-brac, China and Mural Decorations, Vernis Martin Screen and many other articles, the duplicates of which are not obtainable. Terms: Cash.

Wilson & Mayers, Auctioneers.

J. G. Sinclair, Auctioneer, 683 LA, AVE, N.W. le tomorrow at 10 a.m., consisting of parlor bed room suites dressers, carpets, chairs, boards, sewing machines, etc. 1t* FUTURE DAYS.

JAMES W. RATCLIFFE, AUCTIONEER

Trustees' Sale of a Hand= some Three-story Whitefront Residence, with Brick Stable in Rear --No. 1709 35th St. N.W., West Washington, D. C.

West Washington, D. C.

By virtue of a deed of trust, duly recorded in Liber No. 2665, folio 168 et seq., one of the land records for the District of Columbia, and at the request of the parties secured thereby, the undersigned trustees will offer for sale by public anciton, in front of the premises, on MONDAY, THE SEVENTH DAY OF MARCH, A. D. 1904, AT HALF-PAST FOUR P.M., the following described real estate, situate in the city of Washington, District of Columbia, to wit: Lot seven (7) of C. H. Fickling and others' subdivision of lots in equare numbered twelve hundred and seventy-seven (1270), in that part of the District of Columbia formerly known as Threlkeid's addition to Georgetown, as per plat recorded in Liber A. R. S., folio 233, of the records of the office of the surveyor of the District of Columbia, together with all the Improvements, rights, &c.

Terms: One-third cash, the balance in one and two years, with interest from the day of sale, at five per cent per annum, payable semi-annually, secured by deed of trust upon the property sold, or all cash, at the option of the purchaser. A deposit of \$200 required upon acceptance of b'd. If the terms of sale are not complied with in fifteen days from the day of sale the trustees reserve the right to resell the property at the risk and cost of the defaulting purchaser, after five days' advertisement of such resale in some newspaper published in Washington, D. C. All conveyacing, &c., at the purchaser's cost.

WALTER R. WILCOX, Trustee,

at the purchaser's cest.

WALTER R. WILCOX, Trustee,
fe25-d&ds GEORGE F. HANE, Trustee. JAMES W. RATCLIFFE, AUCTIONEER. TRUSTEE'S SALE OF UNIMPROVED PROPERTY ON PINEY BRANCH ROAD, BRIGHTWOOD, D. C.

ON PINEY BRANCH ROAD, BRIGHTWOOD, D. C.

By virtue of a deed of trust duly recorded in Liber 1841, follo 469 et seu, of the land records for the District of Columbia, and at the request of the party secured thereby, the undersigned surviving trustee will offer for sale by public auction, in front of the premises, on TUESDAY, THE EIGHTH DAY OF MARCH, 1904, AT FOUR O'CLOCK P.M., the following described real estate situate in the county of Washington, District of Columbia, the wit: All that plece of land situate in the county of Washington, District in the county of Washington, District of Columbia, known as part of Peters Mill Seat, containing 324-1,000 acres, and more particularly described in the deed to Robert C. Hardell, recorded in Liber 1628, folio 196, of the land records of District aforesaid, together with all the improvements, rights, &c.

Terms: One-third cash, the balance in one and two years, with interest from the day of sale at six (6%) per cent per annum, secured by deed of trust on the property sold; or all cash, at the option of the purchaser. A deposit of \$100 required at the time of sale. If the terms of sale are not compiled with in 15 days from the day of sale the trustee reserves the right to resell the property at the risk and cost of the defaulting purchaser after five days' advertisement of such resale in some newspaper published in Washington, D. C. All conveyancing, recording, &c., at purchaser's cost.

H. H. BERGMANN, Surviving Trustee.

JAMES W. RATCLIFFE, AUCTIONEER,

Peremptory Sale of the entire Furniture. Fine Bar Fixtures, Mirrors, Pool and Billiard Tables, Lace Curtains, Portieres, Silver Ware, Glass and Crockery Ware, Table Linen, Bedding. Ice Boxes, Electric Fans, Carpets, Rugs, Linoleums, Kitchen Requisites, etc., etc., contained in the "Congressional Hotel." corner of New Jersey Avenue and B Street Southeast, opposite the U.S.

On TUESDAY, THE FIRST DAY OF MARCH. 1904, commencing at TEN O'CLOCK A.M., I will sell by public auction within the above hotel the entire furniture, bar fixtures, carpets, etc., including bed room suites, parlor suites, iron bedsteads, folding beds, chiffoniers, dining room furniture, mirrors, portieres, lace curtains, hair mattresses, pillows, spreads, blankets, sheets, comforts, towils, table cloths, fine bar fixtures, bar glass ware, ice boxes, electric fans, carpets, linoleums, kitchen utensils, pool and billiard tables and numerous household appointments, etc., usually kept in a first-class hotel, to which the attention of the trade and the parties refurnishing is called.

Terms: Cash. fe24-d&dbs. JAMES W. RATCLIFFE, Auctioneer. THOS. J. OWEN & SON, AUCTIONEERS.

EXECUTOR'S SALE OF VALUABLE BUILD-ING SITES. BEING A VACANT LOT AT THE SOUTHEAST OGNER OF 14TH AND C STREETS SOUTHWEST, FRONTING ABOUT 12 FEET ON 14TH ST. BY ABOUT 48.4 FEET ON 6 ST.

By virtue of an order of the Supreme Court of the District of Columbia, holding a Probate Court, passed in re the estate of Susan Poulton, deceased, No. 11707, the undersigned executor will offer for sale at public auction to the highest bidder in front of the premises on TUESDAY. THE FIRST DAY OF MARCH, A. D. 1904, AT HALF-PAST FOUR O'CLOCK P.M., all that real estate situate in the city of Washington and District of Columbia and known and distinguished as and being original lot nine (9), in square two hundred and sixty-five (205).

Terms of sale: Cash. A deposit of \$300.00 will be required at the time of sale. The terms of sale to be compiled with in fifteen days, otherwise the property will be resold at the risk and cost of the defaulting purchaser. Conveyancing, etc., at the cost of the purchaser.

JAMES H. TAYLOR,

Executor of Susan Poulton, Deceased.

PERCIVAL M. BROWN, Autorney, fe17-d&ds

BROWN & TOLSON, AUCTS., 1412 H ST.

BROWN & TOLSON, AUCTS., 1412 H ST.

CHANCERY SALE OF VALUABLE PROPERTY. HANCERY SALE OF VALUABLE PROPERTY, KNOWN AS SUBLOTS 14, 15, 16, 17 AND 18, IN SQUARE 166, IMPROVED BY A LARGE DWELLING HOUSE AND STABLE, AND KNOWN AS PREMISES NO. 1710 H ST. N.W. Under and by virtue of a decree of sale of the apreme Court of the District of Columbia, passed equity cause No. 1533D, wherein Elena Camp-cull is complainant and Carlisle P. Peter and in equity cause No. 15330, wherein Elena Campbell is complainant and Carlisle P. Perter and others are defenuants, we, the undersigned trustees, appointed by said decree, will offer for saie, at public auction, in front of the premises, on MONDAY, THE TWENTY-NINTH DAY OF FEBRUARY, A. D. 1994, AT HALF-PAST FOUR O'CLOCK P.M., the following described real estate, to wit: Sablots numbered fourteen (14), fifteen (15), sixteen (16), seventeen (17) and eighteen (18), in square numbered one hundred and simty-six (166), A large dwelling house, known as No. 1710 H street northwest, and a large stable are situated on a portion of this property.

northwest, and a large stable are situated on a portion of this property.

Terms of sale: One-third of the purchase money in cash, one-third in one year and one-third in two years from the day of sale, the deferred payments to bear interest at the rate of six per cent per annum, payable semi-annually, and to be accured by mortgage on the property sold, or all deash, at the option of the purchaser or purchasers. A deposit of \$500 will be required of the purchasers. A deposit of \$500 will be required of the purchasers or purchasers at the time the property is knocked down. Terms of sale to be complied with within fifteen days from the day of sale, or the trustees reserve the right to resell the property at the risk and cost of the defaulting purchaser or purchasers. All conveyancing, recording and notary fees, etc., at the cost of the purchaser or purchasers.

WALTER D. DAVIDGE, Trustee,

Bond building.

CHAPIN BROWN, Trustee,

AUCTION SALES. FUTURE DAYS.

C. G. SLOAN & CO., AUCTIONEERS, 1407 G ST

ATTRACTIVE FURNITURE AT PUBLIC AUCTION, IN-CLUDING UPRIGHT PIANO WITHIN OUR ROOMS, 1407 G ST., SECOND FLOOR, SATUR-DAY, FEBRUARY 27TH, 1904, WOMEN PREDOMINATE

Richly Carved Oak Easy Chairs, Morris Chairs, Canopy-top and Piain All-brass Bedsteads, Fine Dining Room Suite, Elegant Oak Library Table, Gilt Pedestals. Wardrobes, Couches, Leather Library Furniture, Oak and other Chamber Suites and odd pieces, lot of New Oak and Mahogany Eextension Tables, Sideboards, Bentwood Chairs, Oak Arm Chairs. Parlor Suites and odd pieces, Office Furniture, Mattresses, Pillows, Rockers, Tables and Chairs, Books, Book Cases, Hat Racks, Folding Beds, Kitchen Goods, China and Glass, etc., AND AT TWELVE M., Vehicles, Harness, Horse, etc.

Terms; Cash. C. G. SLOAN & CO., Aucts., fe25-2t

THOS. DOWLING & CO., AUCTS., 612 E ST. N.W. By authority of Congress, passed May 1, 1896, we will sell, at public auction, to pay storage charges, &c., on WEDNESDAY, MARCH SECOND, 1904, AT TEN A.M., Household Goods stoged in the name of Margaret Jewell; Pipe Organ, in the name of Wilson S. Reiley, and Carriage, in the name of Mrs. Wiehle.

JAMES W. RATCLIFFE, AUCTIONEER.

United States Marshal's Sale of One Locomobile Runabout by auction, in front of the sales rooms of

920 Penna. ave. n. w., Saturday, the 27th day of o'clock M.

JOSEPH D. SULLIVAN, Attorney for Plaintiff, Columbian Bldg. 124-3t THOS. J. OWEN & SON, AUCTIONEERS.

THOS. J. OWEN & SON, AUCTIONEERS.

TRUSTEES' SALE OF A TWO-STORY FRAME DWELLING ON PEARSON STREET, GARFIELD, D. C.

By virtue of a certain deed of trust, bearing the date of March 14, A. D. 1903, and duly recorded in Liber 2794, at folio 144 et seq., of the land records of the District of Columbia, and at the request of the party secured thereby, we will sell, at public auction, in front of the premises, on THURS-DAY, THE THIRD DAY OF MARCH, A.D. 1904, AT FOUR O'CLOCK P.M., the following real estate, situate in the county of Washington, District of Columbia, viz.: Lot numbered 45 in the subdivision of a tract of land called Chichester, now known as Garfield, as said subdivision is recorded in Liber Gov. Shepherd, folio 155, of the surveyor's records of the District of Columbia, together with the improvements thereon.

Terms of sale: Property will be sold subject to deed of trust for \$600 to secure the Monumental Savings Association of Baltimore, Md.; balance cash. A deposit of \$50 to be requested at time of sale. All conveyancing and recording at purchaser's cost. Terms of sale to be completed within ten days from time of sale.

sale. and the sale to be sale to be ten days from time of sale.

GEORGE E. EMMONS, Trustee.

GEO-eod CLARENCE B. RHEEM, Trustee. C. G. SLOAN & CO., AUCTIONEERS, 1407 G ST.

C. G. SLOAN & CO., AUCTIONEERS, 1407 G ST.

TRUSTEES' SALE OF A TWO-STORY BAYWINDOW BRICK DWELLING, TEN ROOMS
AND BATH, KNOWN AS NO. 463 P ST. N.W.,
WASHINGTON, D. C.

By virtue of a certain deed of trust, dated January 27, 1809, and duly recorded in Liber 2378, at folio 86 et seq., one of the land records of the District of Columbia, and at the request of the party secured thereby, we will sell at public auction, in front of the premises, on TUESDAY, MARCH FIRST, 1904, AT HALF-PAST FOUR O'CLOCK P.M., the following described land and premises, situate in the city of Washington, D. C., and designated as and being subjet numbered seventeen (17), in John C. Harkness et al. subdivision of square numbered five hundred and ten (510), as said subdivision is recorded in Plat Book R. W., page 105, one of the land records of the District of Columbia. subject, however, to a prior deed of trust in the sum of \$3,600, as said prior deed of trust is recorded at Liber 2260, folio 395, one of the land records of the District of Columbia.

Terms cash over and above \$3,600 prior trust.
H., ROZIER DULANY.
A. WALTON FLEMING,
Trustees.

JAMES W. RATCLIFFE, AUCTIONEER. TRUSTEE'S SALE OF VALUABLE BUSINESS

WEST.

By virtue of a certain deed of trust, recorded in Liber No. 1713, folio 94 et seq., of the land records of the District of Columbia, the undersigned trustee will sell at public auction, in front of the premises, on THURSDAY, THE THIRD DAY OF MARCH, 1904, AT HALF-PAST FOUR O'CLOCK

the improvements, consisting of said building 609
F street.

Terms of sale: One-fourth of the purchase money in cash and the balance in three equal notes, psyable in one. two and three years, with interest at five per cent per annum, payable semi-annually, from day of sale, secured by deed of trust upon the property sold, or all cash, at the option of the purchaser. A deposit of \$250 will be required of the purchaser at the time of sale. All conveyancing and recording at the cost of the purchaser. Terms of sale to be complied with within ten days from day of sale, otherwise the trustee reserves the right to resell the property at the risk and cost of the defaulting purchaser.

WILILAM E. EDMONSTON, Surviving Trustee, fe24-d&ds

NO FRENCH OPPOSITION. Paris Expects Company's Counsel Here to Close Negotiations.

A cablegram from Paris last night says: No obstacle wil lbe placed by the Panama Canal Company in the way of the consummation of the agreement with the United States for the sale of its concession now that the canal treaty has been ratified by the Senate at Washington. The foreign office said today that there was no reason to anticipate that the court would grant any injunction that might be sought by a small minority of the company to prevent a transfer, the company having at a general meeting fully approved of the agreement with the United States. It is expected that counsel of the company in the United States will conduct the final negotiations, Ambassador Porter not having up to this time received instructions regarding the matter.

LEE SAN DEPORTED.

He Claimed to Be a Merchant of This City.

Among passengers on the Empress of China, which has just sailed for Yokohama, was Major Machida, military attache to the Japanese legation at St. Petersburg, recalled by his government. Minhui Cho, recently Korean minister at Washington, also was a passenger. Eighty-five Chinese also are being deported, after unavailing efforts to accomplish immigration into the United

Among the Chinese is Lee San, who claimed to be a merchant of Washington, D. C., who has on two occasions been held from departure from this port by the institution of habeas corpus proceedings in the courts of British Columbia.

Baron Killed by a Bear.

A dispatch from Port Angeles, Wash. says: The body of Baron Martin von Schlosser, formerly an officer in the German army and for many years a resident of this city, has been found on the range south of the Hot Springs near the body of a dead bear. The baron undoubtedly had been killed by found receipts from banks in Portland, Ore. Chicago and New York for over \$100,000.
A letter found on the body directed that
Judge Hatch should administer his affairs. The body will be brought here tomorrow. Baron von Schlosser had only recently

taken out naturalization papers.

Populists and Fusionists Harmonize A dispatch from St. Louis last night says: The joint committees of the fusionists and the middle-of-the-road populists, representtoday issued the official call for a national convention of the people's party, to meet in Springfield, Ill., on July 4, 1904, at 12 o'clock noon, for the purpose of nominating candi-dates for the offices of President and Vice President of the United States and for the formulation of a national platform.

Resolutions adopted effectually eradicated all existing differences and fused the two

King Edward Opens Parliament With Pristine Splendor.

STATE CARRIAGE MOST MAGNIFI-CENT IN THE WORLD.

Move to Sweep Office of Commander-in-Chief Out of Existence-Automobile Interest.

Special Correspondence of The Evening Star. LONDON, February 8, 1904. London was treated to one of it's legitimate shows yesterday in the opening of parliament in "full state." For many years after the death of the Prince Consort parliament was opened without any of this show and ceremony. Only once in the long period of her widowhood did the late queen drive to the historic building on the Thames embankment and formally declare parliament open. Since that day this historic ceremony was neglected until the accession James W. Ratcliffe. No. of the present king, who has revived it in all its glory and brilliance.

The Londoner, satiated as he has been in recent years with pageants and state cere-February, 1904, at 12 monials, probably because he may be remotely attracted by its historical significance, takes a vast interest in the opening of parliament. He (and she, for it is the women folk who are present in the greatest numbers) crowd the short distance (it is only about a mile) between Buckingham Palace and the houses of parliament. For in none of their theaters can they see anything more colored, dazzling, brilliant, full of life and motion than this real spectacle, with a real king and queen, crowned with real crowns, and wearing the majestic robes and symbols of their office.

They are accompanied by all the highly placed officers of state, in their rich uni-

forus, and surrounded and guarded by a troop of the gorgeously accoutered Life Guards, that splendid regiment, which is at once a source of awe and pride to the cockney. It even puts Beerbohm Tree's wonderful spectacles to shame.

State Carriage a Marvel.

But after the king and queen nothing is so much admired as the equipage in which their majesties are seated. In this carriage the seating is so arranged that the king and queen are thrown into more prominence than they would be in any ordinary vehicle. The state carriage is probably the most beautiful and elaborate in Europe or the world. The nearest approach to its mag-nificence is in Vienna, the Emperor of Austria having two models made in imitation of it, but far inferior to it in beauty of construction and intrinsic value. There is, of course, no box or seat, as the drivers ride on four of eight famous "Hanoverian creams" that draw it. This state coach is used for coronations and the opening of par-liament only. It was first used by George III in 1761. The hind wheels are 6 ft. 1 in. in diameter, and the total weight is four tons. The artistic panels were painted by the great Italian painter Chimbrohani. Four large Neptunes, or sea gods, rise at the corners, their shaggy locks giving the whole an appearance of barbaric beauty.

The Hanoverian creams that always perform the service of drawing the royal oar-riage on these state occasions, were bred in Hanover originally, but are now reared at Hampton Court in the royal paddocks. They are fed and groomed in the state stable, a very roomy building, well lighted and warmed throughout. They are ridden two form the service of drawing the royal carwarmed throughout. They are ridden two hours a day in the riding school, and this is their only exercise. But so that they may not show any skittishness on the day of the ceremony they are taken over the route a few times before the royal procession, and they are tested with motor cars, traction engines, troops of cavalry and all the flendish noises that can rise to the minds of the royal servants. The trappings are of solid morocco leather, with all the fittings of gold plate on bronze. Each set is 112 pounds. They are never used except at royal funerals, coronations and the open-

ing of parliament. The Procession Route.

The route from Buckingham, Palace to tures. The Mall, the new processional route, which the king used yesterday for the first time, affords a view in the distance of the well-known towers of St. Stephen's, Big Ben gilded and glistening, and the other bare and square, but flying the Union Jack, a token that parliament is again sitting. The route lies along the Mall, across the broad graveled sweep of the Horse Guards' Parade, and thence under the archway out into Whitehall, opposite the historic window where Charles I

When the alterations, which are being made in the park in connection with the memorial to Queen Victoria, have been completed, the royal route to parliament will be slightly lengthened. It will lie by Charing Cross, and access will be given from the Mall to Whitehall by an imposing gateway. This is not the least significant structural changes which are being carried out in this historic thoroughfare. But once through the dark archway of the Horse Guards the procession turns sharply to the right into Whitehall, so full of tragic memories, and thence onwards to the houses of parliament. In the house of lords the scene is most brilliant and imposing. The benches are covered with crimson cloth. Grouped around the throne, which stands alone, are the foreign am-bassadors and ministers, decorated with the insignia of many orders; the bishops in their white lawn, the judges in their scarlet and ermine robes. The first sign of the approach of their majesties is the arrival of the Beefeaters, always popular and picturesque. They line the gangway, and a few minutes later come the body-guard, the officials of high degree bearing crown, the sword of state, the mystic cap of maintenance, and a crowd of pur-

Trumpets Announce the King. Then, at last, the king and queen move slowly in, and advance to the throne, to the accompaniment of a fanfare from the trumpeters. Then, the "faithful commons" headed by the speaker, advance to the bar, and the king, rising from the throne, reads his speech opening the session of parlia-ment. When this is over the king takes the queen by the hand, and both pass down the ranks of lords and commons into the cuter ante-rooms. Then there is the re-turn drive through cheering crowds to Buckingham Palace, while parliament falls into its labors. Yesterday's rain, however, somewhat hampered the popular show.

The report of the military reconstruction committee has met with a flattering and, from the government's point of view, a gratifying reception. Of course, there are many critics, but if all the great admirals and generals between the time of Hannibal and Hamilcar, and Napoleon and Nelson had jointly prepared the report they would have been critics. In the present instance these mainly belong to the "old school," so hard hit that a little ill-feeling may be

One of the most interesting questions arising out of the report is who will be the inspeco: general? Almost mechanically one points to Lord Kitchener. The inspector general must be a strong man, an ex-pert and a reformer, if he is to be effectively the "eyes and ears" of the new board. He must also be one who is out-s'de the war office, and untrammeled by traditions. All these qualifications. Lord Kitchener has. But whether such an appointment is possible one cannot say until the duties of the office are more particularly defined. But if it could be brought about, it would undoubtedly be popular, and be the best guarantee of the efficinecy which is

King Destroys Royal Prerogative. It is interesting to note that in sweeping the office of commander-in-chief out of existence King Edward has not hesitated even

to be in personal command of the army, the office of captain general and subsequently of commander-in-chief was usually filled by the sovereign's brother, or the sovereign's first favorite, but when the office was established in its present form in 1703 it meant that the king had given up his historic claim to command the army in person. It meant also that in all matters relating to the internal discipline and regulation of the army the royal pleasure would henceforth be communicated, not by the secretary of war, but by the commander-inchief. In this way was created the dual control of the army at the Horse Guards side by side with the war office. In view of the inefficiency which has resulted from the dual control there is something appropriate in the king's determination to sweep the office associated with the royal prerogative clean out of existence.

ative clean out of existence.

ative clean out of existence.

Lengthy consideration is necessary before the full import of the change can be apparent, but first impressions are distinctly favorable. The scheme is recognized as the most likely effort so far to bring about that decentralization which has come to be recognized as the vital principle of a huge organization such as the British army. It is thought that it will also give the death blow to outside influence, a factor which has always been one of the most hurtful to military efficiency. For the first time in British history there will be something like a logical system co-ordinating army and navy. A board will administer each, and above both boards will be a common committee, and above it the prime minister. This is a great advance, which in itself justifies the appointment of the committee.

War Office Agreed.

War Office Agreed. It was not until late on Thursday that it was resolved to publish immediately the report of the committee. It appears that on Wednesday Lord Esher, having been summoned to Windsor by the king, made a full report to his majesty, and the king having

gone thoroughly through the report, suggested to Lord Esher on the following day its immediate publication, and it was placed in the printers' hands accordingly.

In the meanwhile, however, it had been ascertained definitely that Earl Roberts was in thorough agreement with the main point of the report, and that, so far from offering any opposition, the commander inoffering any opposition, the commander-in-chief had shown himself prepared to re-sign his high office as soon as it may suit the convenience of the government of the country. In other words, Earl Roberts would have been, and is, quite willing to give to the country the benefit of his time and services as long as they may be required, but at the same time he is desirous to be relieved from his duties as soon as the highest authorities deem it convenient. Those who have had an opportunity of going over the course laid by the German Automobile Club for this year's Gordor-Bennett race are loud in praise of the natural beauty of the scenery through which it passes. But for the competitors the road or course is the thing, and in this respect also reports are very favorable. The course is just over 139 kilometers long, and will be traversed four times in order to make up the distance required under the rules of the race. the highest authorities deem it convenient. the race.

The surface is said to be exceptionally good, and the width of the road varies from twenty feet to forty feet. The balance of gradients is on the whole against the cars, the steepest hill in the course having a gradient for several hundred yards of one in eight to one in pipe. in eight to one in nine. There are some awkward corners, and many of these will be done away with by the German club, and the curving roads will, as far as possible, be straightened out.

Gordon Bennett Auto Race.

The starting point is at the Castle of Saalburg, about three miles from Homburg, and the course passes through some twenty small towns and villages, while at some places a small railway level crossing has to be negotiated. But it is understood that the train service will be stopped on the day of the race, and roadbed made perfectly level. Not the least interesting places on the course is Coonberg, where was situated the dower house or castle in which the late Empress Frederick frequently resided and where she died.

automobiles will be on view, the exhibits including pleasure vehicles, business vehicles, steam lorries, motor boats, buses, motor cycles, motor agricultural implements, and that ever growing class com-

prehensively labeled "accessories."

Never before has so huge and fine a collection been assembled under one roof, not even in Paris. where the industry was dourishing before its birth in this country. Of the 240 firms to whom the 110,000 square feet of space have been allotted British firms are in a large majority.

firms are in a large majority.

The two Wednesdays on which the show will be open have been specially set apart for the "upper ten" of automobilism, and among well-known members of society who have promised to visit the show is Mr. Balfour. On February 16 the members of the Ladies' Automobile Club will motor down to Sydenham in a body from their headquarters in the West End, and during the afternoon will be afternoon and a second of the control of the afternoon will hold an "at home" in the spacious apartment reserved for them in the great glass structure.

A Soldier's Song Book.

A new departure by the British war office might perhaps be imitated with good results in America. It is the publication of a "Seldier Song Book." It will be a very interesting production, as many leading composers have been invited to contribute to the collection.

One item, the song composed by Mr. Hamish McCunn, and written by Capt. Basil Hood, which has been introduced by permission into the latter's comedy "Love in a Cottage," just produced at Terry's Theater, affords an indication of the quality

of the work. who considered that, seeing the great in-fluence Mr. Kipling's barrack-room ballads had exerted in the service, military ardor might be increased by a compilation in which the best musical talent of the country had been employed in conjunction with writers possessing the gift of inspiring attitude of the song pirates towards the publication, and of the government should the war office copyright be violated

WANT RUSSIA TO WIN.

Clan-na-Gael Meeting Denounces the Administration—Pass Resolutions.

A meeting was held in Philadelphia Tuesday, un ler the auspices of the Clanna-Gael, and speakers protested against the government of the United States forming an alliance of any kind with Great Britain. Resolutions criticising the "administrations's efforts to bring about an Anglo-Saxon alliance," and opposing a "policy that is carrying our republic away from the safe and time-honored moorings established by Washington," were adopted by a standing vote, which was followed by vociferous applause.

Wharton Barker, Eugene C. Bonniwell, John P. Gibbs and William Crossin spoke, denouncing the so-called policy of imp

Rarker said that the meeting had been Barker said that the meeting had been called to denounce the Roosevelt administration for wrongs committed in the United States; to condemn the policy of greed that forces upon China a treaty disadvantageous to China and to the prejudice and embarrassment of Russia; that encourages a revolution in Panama; that breaks down the confidence the American nations to the south have had in the United States. to the south have had in the United States. "American honor and interest will be sac-rificed and the people of the United States brought to humiliation if the Roosevelt-Hay policies are carried out.'

Don Jaime's Prediction.

A cablegram from Rome last night says: Don Jaime de Bourbon, son of Don Carlos, clared in an interview today that he was willing to give his life for Russia and the czar. Among other things he said: Russia must win in the far east, as the white race must absolutely maintain its moral and material preponderance over the yellow race. The czar did all he could to prevent the war. The czar did all he could to prevent the war, and is deeply grieved at the conflict, which nobody in Russia expected." Don Jaime will leave Thursday for St. Petersburg, to go at once to Manchuria with General Kuropatkin. Princess Alice, his sister, who was recently separated from her husband, the Prince of Schonbourg Waldenbourg, is fused the two tive. Whilst the sovereign claimed the right cast, to act as a Russian Red Cross nurse.

A. C. MITCHELL & CO., Proprietors.

The Prince of Scindad Red Logal Accounting the Red Cross nurse.

A. C. MITCHELL & CO., Proprietors.

The Prince of Scindad Red Logal Accounting the Red Cross nurse.

A. C. MITCHELL & CO., Proprietors.

The Prince of Scindad Red Cross nurse.

A. C. MITCHELL & CO., Proprietors.

The Prince of Scindad Red Cross nurse.

The Prince of Scindad Red Cro

ON THE RIVER FRONT

NEW ELECTRICAL OUTFIT FOR STEAMER ARROWSMITH.

Launch Grayhound About Ready for Service-Improvements to Steamer Macalester-General Matters.

Electricians are engaged in installing s new dynamo aboard the steamer T. V. Arrowsmith, in preparation for her taking up a route on the lower river while other steamers of the Randall line are receiving their spring overhauling. The new machine is large enough to furnish power to light 150 incandescent lamps, as well as to run the large search light on the hurricane deck of the steamer. It is expected the "Smith" will be placed on the river route about the middle of next month, and will run on the river for several weeks before being painted and made ready for the Colonial Beach route, her regular run.
The receipts of fresh fish by the dealers at the 11th street wharf market were very at the 11th street wharf market were very light this morning, while the demand was good. Shad from Georgia waters were on sale at 60 to 80c. each. Mullets, winter shad and some few bass and rock were also on the market and sold at high figures. Frozen fish of all kinds were also in demand and sold well.

The demand for oysters is being supplied with stock from the James river and the lower part of Chesapeake bay. Few, if any, Potomac oysters are on sale.

any, Potomac oysters are on sale.
Wild ducks were on sale again this morning and brought good prices. They came from the south by express to the dealers

The steamer Estelle Randall this morning resumed her trips on the Glymont mail route after a lay off of two days in consequence of the ice. She will endeavor to make all her landings, including Glymont. The overhauling of the steam launch Grayhound, belonging to Mr. Joseph Moore Grayhound, belonging to Mr. Joseph Moore of Alexandria, has been completed, and the boat will undergo her annual inspection by the U. S. steamboat authorities early next week. Mr. Moore, as soon as the ice conditions on the river will allow, will put the Grayhound in commission on the river between Alexandria and the navy yard, for the benefit of the Alexandria mechanics working there mechanics working there.

The excursion resort at Glymont, Md., has been leased by Capt. C. W. Woollen,

will be run as one of the resorts to be win be run as one of the resorts to be yisited by that steamer. In years past Glymont was one of the best known resorts on the river, until the resorts nearer Washington were established. In the past five or six years it has been used by colored excursion parties. General News of Port.

The tug J. T. Selectman, Capt. Kintz, be longing to the National Sand Dredging Company, made her first trip for several weeks down the river yesterday for the purpose of recovering a sand scow belonging to the National Company which had gone adrift in the ice from the cove above Alexandria. The scow was found near Jones' Point and was taken to a place of safety. Capt. Kintz reports the ice quite hard in places between here and Alexan

It is expected that the Selectman will be hauled out on the marine railway at Bennett's boat yard early next week to be fitted with a new wheel that will add much Work is being pushed on the steam launch Bartholdi at Bennett's boat yard in order to get her overboard by the end of this

to get her overboard by the end of this week.

The hydraulic dredge of the Atlantic, Gulf and Pacific Company, which has been lying at anchor in the harbor for two months past, waiting for the ice to leave, is ready to go to work. Unless there is a change in the weather to make more ice it is expected she will begin the work of designing the change in the re-

work of dredging the channels here-abouts in a few days.

The hurricane deck of the steamer

ward to her bow, giving her three decks the entire length of the boat. This addition will give her considerable more room for passengers on her summer excursion route. Reports received from Gunston day or two ago state that the wharf is in great danger of being demolished by the drifting ice which was piling against it

Capt. Rothwell, master of the steam yacht Valcour, now in port here, has re-turned to this city with his bride. They will make their home here as long as the yacht remains on the Potomac. Mr. Taylor Davenport has been made chief engineer of the steam launch Bar-tholdi, belonging to Mr. Charles Heath. Mr. Charley Kersey, chief engineer of the steamer Harry Randall, is sick at his home in Alexandria

In an automobile accident on the road to the pyramids Tuesday, Prince Ibrahim, nephew of the Sultan of Turkey, and two women, who were riding with him, were seriously injured. The chauffeur was mortally three days and a rock was killed. tally injured and an Arab was killed.

WINTER RESORTS.

BOOKLETS AT STAR OFFICE. Winter Resort circulars, conveniently arranged and indexed, may be had at The Star Office. Also information concerning railroad travel,

NEW JERSEY. Atlantic City. THE SAVOY.

THE SAVOY.
Directly on the Beach,
ATLANTIC CITY, N. J.
Opens March 30.
Running water in all rooms. Rooms en suite,
with artesian and salt water baths.
Moderate rates for spring.
Rooms can ow be engaged for the spring,
Easter and summer season.
fc25-78t-10
S. M. HANLEY. New Hotel Pierrepont

Ocean End New Jersey Ave.

Now open. Capacity 500. American and European

A. C. McCLELLAN & SON. HOTEL BREXTON.

So. Michigan ave. near Beach. New electric elevator. Steam heat. Sun parlor. Private baths. Special rates for Lenten and Easter seasons. Booklet.

J. A. MYERS, formerly of Balto. and Cape May.

fel6-78t.5

HOTEL JACKSON.

ATLANTIC CITY, N. J.

An absolutely fireproof beach-front hotel at Virginia ave. The finest location. Adjacent to the famous Boardwalk and Steel Pier. 200 handsome ocean-front rooms. The finest chefs and cuisine. Musical concerts daily and evening. Terms: American plan, \$12.50, \$15 and \$21 weekly. Write for illustrated literature. CHAS. E. COPE, Propr. JOHN CRUSE, Manager. Also Kittatinny Hotel. Delaware Water Gap, Pa. Open May till November. 16-12-261-15

HOTEL IROQUOIS. Carolina ave. and Beach. Delightful location both piers. Rooms en suite, with private baths. Elevator from street level. Sun parlors. Special spring rates, \$10, \$12 and \$15 weekly. Il lustrated booklet. Coach meets all trains.

800 rooms. 100 private sea-water baths. Unobstructed ocean view. Golf privileges. Private artesian wells. French cuisine. Billiards. Cafe, orchestra. Ladies' bairdressers. Stockbroker's of-fice with direct line to New York. Long-distance telephones in rooms. Automobiles meet all trains. Baggage checked from hotel to all parts of the country. Address J B. THOMPSON & CO., Atlantic City.

Grand Atlantic Hotel.

Capacity, 600. This spacious hotel now open under new management. Completely refurnished and newly decorated. Location central, adjacent to Boardwalk. Steel Pier—and all amusements. Hot and cold sea water baths. Sun parlors surrounding verandas and steam heated. Telephones in bed rooms. Orchestra. Cuisine and service unexcelled. Cafe attached. Rates, American plan, \$12.50, \$15, \$17.50, \$21 and up weekly. European plan, \$1.50 day and up. Illustrated booklet. Coaches meet trains.

WINTER RESORTS.

NEW JERSEY. Atlantic City.

Marlborough House,

HOTEL GLENDALE,
St. James place and Beach.
Rooms en suite, with bath; steam heat; elevator from street level; \$10 per week and upward; open all year; write for booklet. L. F. BURCH.

THE LORAINE, ATLANTIC CITY, N. J., ON THE Beach; St. Charles place. Fresh and sea water baths; elevator; special spring rates. fe6-28t SAMUEL WAGNER & SON.

COLWYN, 21 80. MICHIGAN AVE.

Open all year; steam heat; home comforts, \$1 per day; \$6 per week. F. C. WARBURTON.

Hotel Dennis.

Atlantic City, N. J.,

Beautiful Sunshine, Golf Course in

superb condition, every known resort

The Dennis, directly facing the Ocean

Hot and cold sea water in private

Walter J. Buzby.

CHESTER INN, NEW YORK AVE. NEAR Beach, Atlantic City—Open all year. Steam heat. Elevator; bath, etc. Booklet, fe11-52t-4

D. KNAUER.

HOTEL CLARENDON.

Virginia ave. near Beach.
Bookings can now be made for Spring and Easter.
W. H. MILLER, Mgr. M. D. NEIMAN, Prop.
fe10-78t-5

SEASIDE HOUSE.

ATLANTIC CITY, N. J.

Every comfort, including sea water baths, elevator, sun parlors, golf, etc. F. P. COOK & SON, formerly of the Hotel Senate.

fes-26t-6

Hotel Imperial, Ocean End Maryland Avenue. Admirably situated and modern in every detail. Excellent table. \$2.50 to \$3.50 per day; \$10 to \$20 a week. Send stamp for guide book of Atlantic City. fei-156t W. CHANDLER STEWART, Manager.

THE ST. CHARLES

Directly on the Ocean Front.
Remains open throughout the year.
Bell telephones in rooms. High-class music.
Sea water in all baths. Golf privileges.
de28-78d,10 NEWLIN HAINES.

HOTEL CHETWOODE.

Convenient to beach and piers. Open all year. Steam heat; private baths and showers; sun parlor. \$6 per week and upward. Mrs. P. A. DEMPSEY. ja28-26t-5

THE PENNHURST.

Ocean end Michigan ave.; steam heat; ele-vator to street level; rooms en suite, with bath. Booklet mailed. WM. R. HOOD. ja27-52t

HOTEL RALEIGH.

Ocean end St. Charles Place. Capacity 400; open all year; high-class hotel, especially adapted for Fall and Winter guests. Booklet. C. C. SHINN.

HOTEL MORTON.

VIRGINIA AVE., NEAR BEACH.

Open all the year. Special rates for winter. Refurnished and decorated. Rooms en suite, with private baths. Sun parior. Elevator from street level. Fine table. Write for booklet and terms.

MRS. N. R. HAINES,

ja9-130t-10 Owner and Prop's.

HOTEL RUDOLF.

Open all Year. American and European Plans.
Rooms with hot and cold sea and fresh water
baths. Location direct on Ocean Front and Promenade. C. R. MYERS, Propr. 1a28-tf-5

Park place, close to Beach, facing City Park. Select location. New and strictly modern. Elevator, steam heat, sun parlor, rooms en suite with bath. Cuisine of the highest standard. Booklet. ja21-52t-8

HADDON HALL,

Atlantic City, N. J.

Hot and cold sea water baths. Long distance telephone in every bed room. Golf links.

Write for illustrated literature.
ja6-tf-10 LEEDS & LIPPINCOTT.

HOTEL ISLESWORTH.

Directly on the Beach, Atlantic City, N. J.
American and European plans. Hot and cold
salt water in every bath. Long distance telephone service in bed rooms. Sun parlor, cafe,
grill room, orchestra. Capacity 500.
Write booklet.
ja27-78t-10 OSBORNE & PAINTER.

Lakewood.

LAKEWOOD, N. J.

LAUREL HOUSE.

Season from October 1 to June.

Laurel-in-the-Pines.

Open from November to May.

Both houses under the management of

D. B. PLUMER.

F. F. Shute, Asst. Mgr., Laurel-in-the-Pines, no12-th, s.tu, to ap 30

MARYLAND.

Carroll Springs Sanitarium

FOR INVALIDS AND CONVALESCENTS.

FOR INVALIDS AND CONVALESCENTS.
Forest Glen, Md. Open all the year. Baths, electricity, sun narlor, covered verandas, hot-water heat, open fires. Pure spring water piped through the buildings. Its convenience to Washington especially recommends it. Send for illustrated booklet.

196-17,10 Address G. H. WRIGHT, M. D.

RAILROADS.

Baltimore and Ohio R. R.

1:15, x3:00, x3:30, x5:00, 5:20, 6:30, x8:00, x10:00, x11:30, 11:35 p.m.

All trains illuminated with Pintsch light.

Baltimore, Philadelphia, New York, Boston and the East, *3:00, *7:00 (Diner, †8:30 (Buffet), \$9:00 (Diner), †10:00 (Diner), *3:00 ("Royal Limited," Diner), †4:00 (Phila. only), *5:00 (Diner), *8:00 and *11:30 p.m. (Steeping Caropen at 10:00 o'clock.)

Attantic City, †7:00, †10:00 a.m., †1:00, *3:00 a.m.

A. J. Murphy, Asst. Mgr., Laurel House.

THE RUNNYMEDE.

and famous Boardwalk, to liberally an

Winter Resort.

America's Favorite

Young's Hotel, Atlantic City's only absolutely fireproof hotel. Suropean plan. On Ocean promenade, with full ocean view. Long-distance phones in bed rooms. Hot and coli sait and fresh water in all baths. White service throughout. Music room and orchestra.

STATION CORNER OF STH AND B STREETS. 1:50 A.M. DAILY. PITTSBURG EXPRESS AND FAST MAIL -Parlor and Dining Cars Harrisburg to Pittsburg. Connects for Chicago, Indianapolis and Louisville. Buffet Brotler Parlor Car to Har ATLANTIC CITY, N. J. Open All the Year. Claims distinction for its location, construction and luxurious conveniences. Long distance Bell phone in every room. Running ice water in most rooms. Atlantic City's warm climate is becoming most favorably known throughout the country. Private artesian well. JOSIAH WHITE & SONS, Pro. * fel-33t-10 risburg.

RAILROADS.

10:50 A.M. Daily. PENNSYLVANIA LIMITED .-Pullman Sleeping, Dining, Smoking and Observation Cars from Harrisburg. For Chicago, Cleveland, Toledo and Detroit. Buffet Parlor Car te Harrisburg. 10:50 A.M. Daity. ST. LOUIS LIMITED .- Sleep

ing, Dining, Smoking and Observation Cars Har-risburg to Cincinnati, Indianapolis and St. Louis Buffet Parlor Car to Harrisburg. 10:50 A.M. Daily. FAST LINE.-Pullman Buffet Parlor Can to Harrisburg. Buffet Parlor Can

Harrisburg to Pittsburg. 8:30 P.M. Daily. CHICAGO AND ST. LOUIS EX-PRESS Sleeping and Dining Cars Harrisburg to Chicago, Indianapolis, St. Louis and Nashville

(via Cincinnati and Louisville). Parlor Car to Harrisburg 5:40 P.M. daily. CHICAGO LIMITED.-Sleeping Smoking, Dining and Observation Cars, Harrisburg to Chicago, Toledo and Cleveland. Parior

Car to Harrisburg. 7:15 P. M. daily. ST. LOUIS EXPRESS.-Pullman Sleeping Car Harrisburg to St. Louis and Cincin-

7:45 P. M. dally. WESTERN EXPRESS.-Pullman Sleeping Car to Pittsburg and Chicago. Dining

Car to Chicago. 7:45 P. M. daily. CLEVELAND AND CINCINNATI EXPRESS.-Poliman Sleeping Cars Washington to Harrisburg, and Harrisburg to Cleveland and Cincinnati. Dining Car. Connects for St. Louis. 0:40 P.M. Daily. PACIFIC EXPRESS.—Pullman Sleeping Car to Pittsburg. Connects for Toledo,

7:50 A.M. Daily. BUFFALO DAY EXPRESS.

with through Broller Buffet Parlor Car and

Coaches to Buffalo, via Emporium Junction. 7:50 A. M. for hane, Canandalgua, Rochester and Niagara Falls daily, except Sunday. 10:50 A. M. for Elmira and Benovo daily, except Sunday. For Williamsport daily, 3:30 P.M.

7:15 P. M. daily. BUFFALO NIGHT EXPRESS. with through Buffet Sleeping Car and Coaches to Buffalo, via Emporium Junction. 7:45 P. M. daily for Erie; for Rochester, Buffale,

and Niagara Falls daily, except Saturday, with Sleeping Car Washington to Rochester. 10:40 P. M. for Erie, Canandaigua, Rochester, Buffalo and Niagara Falls daily. Pullman Sleeping Car Washington to Rochester Saturdays only.

For Philadelphia, New York and the East. 4:00 P. M. "CONGRESSIONAL LIMITED," daily. all Parlor Cars, with Dining Car from Baltimore, Express, *7:00, *8:10, 9:00, *10:00, and *11:00 A.M., 12:45, 8:15, *4:45, 6:50, 10:00 P.M., 12:30 night. On Sundays, *7:00, *8:10. *9:00, *11:00 A. M., 12:15, 3:15, *4:45, 6:50, and 10:00 P. M. 12:30 night.

For Philadelphia only, Express, 7:45 A. M., 12:15 P. M. week-days, 2:00, 4:10, *5:35, and 5:40 P.M. daily; 7:00 A. M. Sundays. For Boston, without change, 7:45 A. M. week-days

and 5:35 P. M. daily. For Baltimore, 5:00, 6:15, 7:00, 7:45, 7:50, 81:0. 9:00, 10:00, 10:50, 11:00 A. M., 12:15, 12:45, 1:28, 2:00, 8:15, 3:30 (4:00 Idmited), 4:10, 4:20, 4:45, 4:48, 5:35, 5:40, 6:10, 6:50, 7:15, 7:45, 10:00, 10:40, 11:35 P. M., and 12:30 night weekdays. On Sundays, 7:00, 7:50, 8:10, 9:00, 9:05, 10:50, 11:00 A. M., 12:15, 1:15, 2:00, 8:15, 3:30 (4:00 Limited), 4:10, 4:20, 4:45, 5:85, 5:40, 6:10, 6:50, 7:15, 7:45, 10:00, 10:40 P. M., and 12:30

For Annapolis, 7:45, 9:00 A.M., 12:15, 4:20 and 5:40 P.M.

For Pope's Creek Line, 7:50 A. M. and 4:48 P. M. week-days; 9:05 A. M. Sundays. FOR ATLANTIC CITY. Through Pullman Buffet Parlor Car, via Delaware

River Bridge Route, 12:45 p.m. week days. Ticket offices, corner Fifteenth and G Street and at the station, Sixth and B Streets, where or ders can be left for the checking of baggage to destination from hotels and residences. Telephone call "1640" for Pennsylvania Railroad Cab Service.

W. W. ATTERBURY, General Manager. Pass'r Traffic Manager. GEO. W. BOYD. General Passenger Agent.

SCUTHERN RAILWAY.

Schedule effective January 17, 1904.

Trains leave from Pennsylvania Station.
7:30 a.m. Daily. Local for Harrisonburg, Warcenton, Danville and way stations.
10:51 a.m. Daily. Washington and Florida Limtied. First-class coaches and drawing room sleeper
to Jacksonville, Fla. Dining car service.
11:15 a.m. Daily. United States Fast Mail.
First-class coaches and drawing room sleeper to
New Orleans. Dining car service.
4:01 p.m. Week Days. Local for Harrisonburg
and way stations on Manassas branch.
4:40 p.m. Daily. Local for Warrenton and Charlottesville.
6:31 p.m. Week Days. Southern's Pulm Limited.
Solid Pullman train. Club, observation and dining
cars between Washington, Columbia, Aiken, Augusta, Savannah, Jacksonville and St. Augustine.
7:10 p.m. Daily. New York and Atlanta Express. First-class coach, sleeper to Columbus via
Atlanta. Sunset tourist, aleeper Washington to
San Francisco Mondays. Tuesdays and Fridays.
Threugh sleeper to Pinehurst, N. C., daily except
Sunday. Pullman buffet service.
9:50 p.m. Daily. Through sleepers and coaches
Washington to Columbia, Augusta, Alken, Savannah and Jacksonville. Dining car service.
10:00 p.m. Daily. New York and Memphis Limited (via Lymchburg). First-class coach and sleeping car to Ronoke, Knozville, Chattanooga and
Memphis; sleeper to New Orleans. Dining car
service.
10:45 p.m. Daily. Washington and Southwestern ing car to Ronnoke, Knoxville, Chattanooga and Memphis; sleeper to New Orleans. Dining car service.

10:45 p.m. Daily. Washington and Southwestera Limited. All Pullman train club and observation cars to Atlanta and Macon; sleepers to Augusta, Nashville, Atlanta, Macon, Memphis, New Orleans.

TRAINS QN BLUEMONT BRANCH.

Leave Washington 8:10 a.m., 1:00 p.m., 5:00 p.m., 5:05 p.m., 6:25 p.m., 11:40 p.m., week-days; 5:05 p.m. and 11:40 p.m. for Leesburg only. Sunday trains leave Washington 9:10 a.m., 6:25 p.m., Through trains for the South arrive Washington 6:42 s.m., 6:52 a.m., 9:45 a.m., 10:35 a.m., 3:30 p.m., 9:30 p.m. and 9:50 p.m. daily; 10:15 a.m. daily except Monday. Local trains from Harrisonburg, 11:56 a.m. week days and 9:10 p.m. daily. From Charlottesville, 8:25 a.m., and 9:10 p.m. daily. Tickets, sleeping car reservations and detailed information can be had at ticket offices, 705 16th street, 511 Pennsylvania avenue and Pennsylvania Station. Baggage checked through from hotels and residences.

esidences.

'Phone 1649 P. R. R. Cab Service.
C. H. ACKERT, General Manager.
S. H. HARDWICK, General Pasa'r Agent.
L. S. BROWN, General Agent.

SEABOARD AIR LINE RY.

LEAVE PEKNAR R. R. STATION,
For Petersburg, Raleigh, Wilmington, Columbia,
Savannah, Jacksonville, Tampa, Tallahassee, Atlanta, Birmingham, Mobile, Pensacola and New
Orleans.

10:46 A.M. Daily—SEABOARD MAIL.—Through
Pullman Sieepers to Tampa, Fin., connecting at
Hamlet with Pullman Sieeper to Atlanta. Cafe
Dining Car to Hamlet.

1:00 P.M. Daily.—SEABOARD FLORIDA LIMITED
—Solid Pullman train to Jacksonville and St.
Augustine, Fin. Compartment and Double Drawing Room Sieepers. Observation Club Car, Dining Car.

7:30 P.M. Daily.—SEABOARD EXPRESS.—Solid
train to Jacksonville and Tampa, with Pullman
aleepers and cafe dining car. Through sleepers
to Atlanta. Effective November 22, 1903.

Leave Washington, New Jersey ave. and 0 st. Chicago and Northwest, *11:00 a.m., *6:20 p.m. Chicinnati, St. Louis and Louisville, *10:05 a.m., *4:15 p.m., *1:10 night.

Pittsburg and Cleveland, *11:00 a.m., *8:45 p.m. train to aleepers and cafe diming aleepers and cafe diming to Atlanta.

Ticket Office: 1421 Penna. ave. **115 p.m., **110 p.m., **8:45 p.m.

**Pittsburg and Cleveland, **11:00 a.m., **8:45 p.m.

and **1:00 night.

Columbus and Wheeling, **6:20 p.m.

Winchester, †8:85 a.m., †4:15, †5:30, †6:20 p.m.

Luray, †4:15 p.m.

Annapolis, week days, 8:00 a.m., 9:30 a.m., 12:00 no.m, 4:00 p.m., 6:00 p.m. Sundays, 8:30 a.m., 5:20 p.m.

Frederick, †8:35, \$9:15, †11:00 a.m., \$1:15, †4:30,

Chesapeake & Ohio Ry.

Schedule Effective January 6, 1904
Trains leave Pennsylvania Station.
30 P.M. Daily—CHICAGO AND ST. LOUIS SPECIAL. Solid vestibule, electric-lighted Dining
Car train to Cincinnati. Reaches Cincinnati
8:00 a.m., Louisville 11:00 a.m., St. Louis 6:45
p.m., Chicago 5:30 p.m. Pul man sheepers to
Louisville, Cincinnati, Indianapolis and St.
Louis Arrives Virginia Hot Springs 10:20 p.m.
central time. Parlor Cars Cincinnati to Chicago. Dining Car from Washington; meals a
la carte. Frederick, †8:35, \$9:15, †11:00 a.m., \$1:10, †1:00, †6:20 p.m.

Hagerstown, †10:05 a.m. and †5:30 p.m.

Boyd and way points, †8:35, \$9:15 a.m., \$1:15, †4:30, †5:30, \$10:15, †11:30 p.m.

Gatthersburg and way points, †8:35, \$9:15 a.m., †12:50, \$1:15, †8:30, †4:30, *6:00, †5:30, †7:05, †7:20, \$10:15, †11:30 p.m.

Washington Junction and way points, †8:30, 49:10 a.m., \$1:15, †4:30, †5:30 p.m.

Baitimore, week days, x3:00, 5:00, 6:30, x7:00, x1:20 x8:00, x8:30, 8:35, x9:00, x9:30, x1:00, x2:00, x1:00 a.m., x12:00 mon, 12:05, x1:00, x2:00, x1:00 a.m., x1:00, x1:

cago. Dining Car from Washington; meals a la carte.

11:10 P.M. Daily—F. F. V. LIMITED. Solid vestibule, electric-lighted Dining Car train to Cincinnati. Fullman Sleepers to Cincinnati, Lexington and Louisville, without change. Compartment Sleeper to Virginia Hot Springs Thesaday, Thursday and Saturday, Sleepers Clucinnati to Chicago and St. Louis. Dining Car serving neals r. la carte.

Reservation and tickets at Chesapeake and Ohio office, 513 Pennsylvania avenue; 600 Fourteenth street, near F, and at the station. Telephone call 1640 for Pennsylvania R. R. Cab Service.

Telephone Main 1066. General Passenger Agent.

ACCOUNTANTS.